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THE HONGKONG DISPENSARY. Hongkong, 4th April, 1889.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 4, 1889.

It would be unworthy of the principles on which this independent journal has always been conducted were we to blink the fact that recent proceedings in the Police Court at Singapore as well as in this colony, reveal a condition of things in regard to the Chinese Emigration regulations that must convince the most stolid that the slave trade, with much of its attendant horrors, has again come to life in our midst. Vague rumours tending in this direction have of late reached us from the adjacent Coast ports with more or less persistence, pointing towards the fact of a "roaring" trade in slaves, principally in vessels not British, we are glad to say, with the Dutch colonies of Java and Sumatra. We preferred before placing faith in mere rumour to await the results of further investigations, which now, we regret to say, strengthen the opinion that a slave traffic, little less debasing in degree than that existing a quarter of a century ago, is being vigorously carried on. Some people may question our province to challenge the right of the Chinese authorities in Swatow and Amoy to foster this detestable business, the more especially as slavery in a certain form exists in every Chinese household; nevertheless, we do so challenge their right, and content ourselves for the nonce in doing so simply on the ground that their action in this respect as neighbours, and we may say friendly neighbours, in a measure, renders futile the efforts of our Executive in the suppression of this nefarious traffic. We are aware it is a matter affecting the Chinese principally, but its debasing influence has an overwhelming and injurious effect upon civilisation. Not that any high or moral considerations are likely to influence our Chinese friends, until some great catastrophe occurs involving the massacre of an entire vessel's crew and the destruction of its living freight; then, and not until then, will (Chinese) history repeat itself; the vermillion pencil will be sharpened and set to work in characteristic style. But Great Britain, to her glory, has taken such a determined stand against the slave traffic, direct or indirect, and is so justly recognized by the civilized world as the champion of the slave, that it behoves us, in a representative colony and important centre like Hongkong, to prevent the lustrous jewel which so nobly adorns the national regalia from being either blurred or tarnished.

Scenes have taken place, according to trustworthy eye-witnesses, in Hongkong harbour of late, in regard to either breaches or defects in the Emigration regulations, which justify us in appealing to the Colonial authorities in the strongest manner to prevent their repetition, and to either have the existing regulations remodelled or more stringently applied. For instance, it is now apparently the rule for vessels, before

embarking their living freight, to shift their anchorage away into the stream at the outside of the harbour limits to the westward, presumably so that no possible communication with the shore can take place by the so-called emigrants after being once conveyed on board. Barracoons may, in the old sense of the word, not now be in existence, but the emigrants under strict surveillance of head-men, employees of coolie hongs, are marshalled together in confined groups in different parts of the vessel, and there await being passed by the Harbour and Medical authorities. When an individual's name is called, the "coolie chucker"—a veritable bully, be it noted, pushes a ticket into the unfortunate man's hand, and, with some lively threats, reminds him what to answer; with another push he is before the Board and manages to mutter something indicative of acquiescence to the officer's queries. Then another shove, and the unfortunate finds himself under grating with the general horde.

This is no exaggerated account of what has frequently taken place in our harbour of late, and if this is a picture of voluntary emigration in this great and important British colony to-day, what, we may well ask, is it likely to be at coast ports like Amoy and Swatow, where, as a matter of fact, no regulations, or only regulations of such an elastic character as to be capable of extension from pole to pole, exist? It is but fair to state we are confident that neither the Harbour nor the Medical authorities in Hongkong are at fault in this matter. They have hundreds, sometimes thousands of emigrants to pass within a few hours, and although they exercise all possible vigilance and care, they cannot prevent, under the existing system, the abuses we are endeavouring to expose. The shipowners also cannot be blamed, as the vessel's accommodation is chartered, but it would not be difficult to define the responsible persons, men who take a shameful advantage of their fellow-countrymen's ignorance and necessities, and apparently with impunity, under theegis of the British flag. These men, we venture to hope, will meet their measure of justice some of these days at the hands of their own officials. British consuls like Mr. CHALONER ALABASTER, at Canton, and Mr. R. J. FORRESTER, at Amoy, have done their best to promote the higher instincts of a common humanity, and it is regrettable to find their labours nullified by the laxity of our colonial laws. The chief responsibility for this disgraceful condition of things we attribute without any misgiving to the culpability and supineness of the BOWEN-MARSH administrations, but trust that Sir WILLIAM DES VŒUX will prove equal to the occasion and do his utmost to prevent such a foul blot attaching to the fair fame of this colony.

TELEGRAMS.

(From the *Courier d'Haiphong*.) APPOINTMENTS IN THE FRENCH COLONIAL SERVICE.

PARIS, April 21st. The President of the Summary Court of Saigon has been appointed Attorney General for the Republic.

M. Ducos has been appointed President of the Court of Appeal, and M. Guiraud to the Presidency of the Summary Court.

April 22nd. M. Guy de Ferrières has been promoted to the Attorney-Generalship of Guadeloupe, and M. Mondot to the post of Advocate-General at Saigon.

April 23th. M. Dupuis has been appointed Superintendent of the native Police in Tonquin.

RESULT OF "THE GUINEAS."

LONDON, May 1st. THE TWO THOUSAND GUINEAS STAKES, a subscription of 100 sovs. each, half forfeit, for three year olds; colts gal., fillies 8st. 9lb.; the owner of the second horse to receive 200 sovs. out of the stakes; and the third to save his stake; Rowley mile—79 subs.

Mr. Douglas Baird's ch. c. Enthusiasm, by Sterling—Cherry Duchess, 1. The Duke of Portland's b. c. Galopin, by Galopin—Mowbray, 2. Mr. Abington's br. c. Pioneer, by Galopin—Moorhen, 3.

LOCAL AND GENERAL.

THE Russian cruiser *Mandjur* left to-day for Amoy.

THE four Chinamen charged with bringing eleven Annamese into the Colony for an unlawful purpose were to-day sentenced to a year's imprisonment each by Mr. Pollock.

AN Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

WE are informed by the agents (Messrs. Russell & Co.) that the "Union" Line steamer *Cambodia*, from Antwerp, left Singapore for this port on 1st inst., and may be expected to arrive on the 7th.

WE would remind our readers that the Steamboat Company's steamer *Honam* will leave this on an excursion trip to Macao at 9 a.m. to-morrow the *Kiuhang* returning on the same day at 9 p.m.

THE picturesque Zouave uniform, so well-known in the French Army, is to be abandoned.

DELPHI, where once stood the famous Temple of Apollo, has been offered to the Americans for £16,000, for the purpose of carrying on excavations.

THE British gunboat *Cockchafer*, Lieut.-Comdr. E. E. Maxwell, arrived yesterday from Holhow, and the French gunboat *Chasseur*, Captain Bugard, from Pakoi.

"Oir, dear I!" quoth the prisoner, wearily, as his Honor lectured him. "This world is full of paradoxes. Most people sit on benches, but here is the bench a-sittin on me."

THE question of female physicians has been settled in Russia in the affirmative, with the stipulation that ladies shall only attend on adults of their own sex and on children of both sexes.

THE following advertisement lately appeared in a Parisian newspaper: "A lady having a pet dog whose hair is of a rich mahogany color, desires to engage a footman with whiskers to match."

THE London *Mechanics' Magazine* says: The undivided honors of having built the first practical screw steamer, the first screw warship, the first cupola (turret) vessel, belong to John Ericsson.

GREAT Britain, France, Germany, Spain, Italy, Sweden and Norway, the Netherlands, Denmark, Brazil, Chile, Uruguay, Japan and Hawaii have accepted invitations to participate in the international conference for the adoption of plans for securing greater safety at sea.

INQUIRING Missionary (to East African Native): "And which do you like best, my dusky friend, the English or the Germans?" Native: "Oh, me like Englishmen plenty much more." Missionary (rubbing his hands): "Ah, I thought so." Native: "Him am de better flabour and heap more tender."

THERE is an old saying that the devil looks after his own. Sarah Bernhardt had such a wonderful run of luck at Monte Carlo the other week that the dealers think seriously of barring her out of game. In three successive evenings she won as much gold as two of her servants could carry home.

CAPTAIN HORACE M. HAYES, in the *Sporting News* of April 6th, pays a graceful tribute to the Memory of poor Bob Crawford in the following words:—"I have heard with deep regret of the death of Mr. N. R. S. Crawford, of Hongkong, who was as promising a young horseman as ever threw a leg over a saddle, and had a heart as big as a house." Mr. Crawford's friends in this colony, and their name is legion, will fully endorse the opinions of the well known Indian sportsman, and share his regrets at the untimely loss of one who was all that is good and true, and an honour and ornament to the sport of kings.

FROM an advertisement in another column it will be seen that Signor Cattaneo and a number of his pupils have arranged, under the auspices of the Committee of the Club Lusitano, to give a second vocal and instrumental concert in the hall of that institution on the evening of Thursday next, for the benefit of the Roman Catholic Cathedral Organ Fund. A capital programme has been arranged, in which the *crème de la crème* of our local amateur musical talent conspicuously figure, so that the entertainment should prove, artistically, quite equal to the best of the classical concerts lately given in this colony. The object of the entertainment is a most praiseworthy one, and we doubt not that it will be warmly supported.

THE formal way in which the late Archduke Rudolph of Austria won the Archduchess Stephanie was a curious illustration of princely wooing. At an entertainment at the palace Rudolph and the Princess found themselves for a moment alone. The Prince, seizing the opportunity, and preserving the courtly style which is nowhere more rigorous than at Vienna, said: "Madame, will you have me for your husband?" The reply was simplicity itself: "Yes, Monseigneur." Your Highness' answer makes me very happy," rejoined the Princess, and she added, "and I promise you that under all circumstances I will do my duty." This was all. They went out together to rejoice the royal family, when Prince Rudolph said to the King, "Sire, with your Majesty's permission I have asked the Princess Stephanie to accept me as her husband. I have the pleasure to announce to your Majesty that my proposal has been accepted." "I am happy, Monseigneur, to receive you as my son-in-law," answered the King, and that ended it.

A WRITER to an English paper wants the British taxpayer to provide a special endowment to accompany titles of honour so that bankrupt peers will always have the price of a glass of beer and a glass of beer about 'em. He says if some special provision had been made in times past, the Earl of Perth and Melfort—now residing in a little house at Kew—would enjoy a portion, at least, of the historic inheritance of the Drummonds; the late Lord Kingsland, who was at one time a waiter at the Dawson-street Hotel, would not have died a pauper wholly dependent on the Crown's bounty; and Lord Aylmer of Balrath would not have been driven to fight the battle of life in the distant colony of Canada; the heir of the Castletons would not have sunk to the trade of pants-making; a remnant of the extensive Carbery possessions of the Moores would have saved their representative, the late Sir Richard Emmanuel Moore, Bart., from the necessity of holding the situation of third-class clerk at Spike Island; and the baronetcy of O'Driscoll of Chishampton, in Oxfordshire, would not have been lost to sight, and be now supposed to exist in a labourer at Banbury. Lord Kirkcubright need not have stood behind the counter of his glove-shop in Edinburgh; and that noble-hearted gentleman Mr. Surtees, the historian of Durham, would have lost the opportunity of taking from the workshop of Chester-le-Street, old Sir Thomas Conyers, the last baronet of Hordern. Sir Anthony Mayner, Bart., the male heir of the most eminent Royalist families in Kent, ruled by the Civil War, would not have perished of actual want, nor his brother have committed suicide; and the noble and accomplished Lord St. John would not have been banished to New Zealand to assume an arduous for the short space of a few months; he is now in the grave. God bless our bust-up nobility!

THERE are two millions and a half of total abstainers in Great Britain.

THE following is the full result of the race for the Shanghai Champion Sweepstakes, omitted by an oversight from our last night's issue:—Mr. D. E. Sassoon's br. Zephyr, 11st. 4lb. 1. Mr. Chouffeur's gr. Elegance, 11st. 4lb. 2. Mr. John's dun Susewind, 11st. 1lb. 3. Won easily in 2 min. 38 secs.—the fastest time on record for this distance in China.

THE following are the Orders of the Day for the meeting of the Legislative Council to be held on Monday the 6th inst. at 4 p.m.:—

1. First reading of a Bill entitled "The Chinese Extradition Ordinance, 1889."
2. Second reading of the Bill entitled "The Passengers Relief Ordinance, 1889."
3. Committee on the Bill entitled "The Protection of Women and Girls Ordinance, 1889."

AN enterprising American reporter who had stationed himself on Broadway, New York, noted that among a hundred well-dressed women, 15 had totally discarded the bustle, 24 wore it in moderate size, 28 in greatly reduced proportions, and 10 sported the giant size. But the observer was thrown out of his bearings when he found that in the case of five-and-twenty damsels he was unable to decide whether it was bustle or girl.

COMPLAINTS reach us almost daily as to the exorbitant fares charged for first class passengers by the river steamers running between here and Macao and Canton. In our opinion these complaints are reasonable and well grounded. The saloon fare to Macao, a distance of 36 miles, and which any modern second class river steamer could easily cover inside two hours, is \$3, which is nothing more nor less than a monopolist's extortion. At home, the same voyage would cost, at the outside, under half-a-crown, and the accommodation would be ten times better than is provided in such antique specimens of naval architecture as the *Kiuhang* and *Kiuhong*. There is surely no necessity for this tremendous "squeeze" on European passengers as we venture to say that a reduction of fares to reasonable figures would increase the revenue of the steamers by inducing large numbers, who now brave the discomfort of second class, to travel in the saloon. A Macao correspondent states that he used to pay \$37.50 for a three months' season ticket between that port and Hongkong, but now the price has been raised to \$60; and he asks why a rate that was considered high enough in the "good old days" should be nearly doubled when times have changed so much for the worse. If this statement is true, and we do not doubt its accuracy, it only tends to confirm what we have so frequently said about the shortsighted policy of the present management of the Directors of the Steamship Company. The aim of that body would seem to be to irritate and irritate the communities of Hongkong, Canton and Macao by vexatious restrictions of petty annoyance, instead of adopting a policy of conciliation, which, as public carriers, they would find best for all concerned. Two dollars for a single fare to Macao or Canton, and three dollars return, would be ample, and this scale, we are quite sure, would give general satisfaction and at the same time increase the passenger receipts of the steamers. And for the convenience of residents in Canton and Macao, merchants and shippers who so materially assist in providing cargo, and who are making frequent journeys between the three ports, season tickets should be issued at reasonable rates. The position of the river steamer companies is not so impregnable that they can afford to ignore the convenience of their constituents in the obstinate fashion which has for so long been the subject of general comment and adverse criticism.

THE "Report of the Medical Missionary Society in China for the year 1888" is one of those unpretentious philanthropic publications in which eminent services are recorded to have been performed by a body men towards their fellow-men, without a shadow of self-praise or the faintest approach to enthusiastic exaggeration. We have always been struck by the immense amount of work generally done by the Medical Society, at a minimum of expense; the Report for the past year is another clear example of this. Out of a rental not exceeding \$4,637 the Society has been able to acquire itself of the following important tasks: The Canton Hospital Department has attended to 17,200 out-patients, and 1,344 in-patients during the year; 2,359 patients visited in their homes, and 573 patients seen on country trips. The 13th Street Dispensary for women and children has attended to 393 out-patients and performed 20 surgical operations. The Yung Kong (Dr. Thomson's) establishment has taken care of 5,287 out-patients, visited 80 patients in their homes, and performed 284 surgical operations. Mr. Jeremiasse's establishment at Nodoo, Rockham, has rendered assistance to 5,647 out-patients, and 224 in-patients. Finally, the St. U Dispensary has relieved 777 out-patients, and performed 62 surgical operations. The total of patients relieved by the Society during the year aggregates the large sum of 39,442, whilst the surgical operations performed totalled 2,839. This we consider to be a maximum of work done at a minimum of expenditure. Let us ask our local Aesculapiuses and Dispensaries what their charges would be to attend to thirty-three thousand surgical operations in one year! Reckoning each doctor's visit at \$5, and each operation at a similar figure, leaving medicine and diet alone, we would require to disburse a sum above \$300,000 to have our numerous patients relieved. The Medical Missionary Society of Canton has done all this for less than \$5,000, or for one-fortieth of the minimum sum that would have to be expended in civilised Hongkong for relieving afflicted humanity! Nor is this all. The Report goes on to say: "The work of translating medical books has been continued. Thomson's 'Diseases of Women' is nearly completed, and one volume has already come from the press. The 'Physiology' has been revised. The treatise on 'Theory and Practice' has been revised in part, and 'Diseases of the Skin' republished. The medical class has consisted of eleven young men and three young women. Daily religious services have been held in the chapel, Rev. Kwan Loi or the Rev. B. C. Henry conducting them, and Mrs. Kerr presiding at the organ. The wards have been regularly visited by Bible women and native preachers, as well as by several of the missionary ladies. The schools under Mrs. Kerr's direction have been a valuable addition to the religious instruction. We have no hesitation in saying that an institution of such a pure and philanthropic character deserves the unconditional support of the public of Hongkong, native, as well as European and Foreign.

WE are informed by the agent of the Austro-Hungarian Lloyd's S. N. Co. that the Company's steamer *Meden*, from Trieste, left Singapore for Hongkong this morning.

WIFE (reading *China Mail*): "My dear, here is a very interesting article I must read to you." Husband: "If it's very interesting, you'd better not read it. There's probably a patent medicine advertisement at the end of it."

JOHN Madison Morton, author of "Box and Cox," "Lend Me Five Shillings," and numerous other popular farces and comedies, has lately been an invalid in an English almshouse. A public subscription has been started in aid of the poor old playwright.

TO-MORROW morning between 9 and 10.30 o'clock the steam-launch carrying the Bethel flag will call alongside any vessel holding code pennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

THUS the Editor of *Hayes' Sporting News*, referring to the last Hongkong Race Meeting:—"I was sorry to see that Mr. Sassoon, who is a most sporting and unselfish owner and keen horseman, had not a single winning mount. I am afraid that he finds the process of 'wasting' sadly irksome." Captain Hayes is in error in assuming that Mr. Sassoon did not have a winning mount during the meeting, as the genial "David" won the Navy Plate on Mr. Paul Jordan's Senegal, an extreme outsider, after one of the best ridden races of the Meeting.

THIS is how an American paper strikes a blow at the effete nobility of Europe:—"When the Duke of Sutherland and his concubine made their way through the crowd which, during business hours, always throngs 'Wanamaker's' the Duke, short, stocky, red-faced, and intensely vulgar, clad in a shabby, ill-fitting suit of tweed, looked what he was—a fit companion for the creature a foot taller and as vulgar-looking as himself, who, dressed in cheap, faded pink satin gown and blue pork-pie hat, divided with him the mocking homage of observers. When promenading down Chestnut-street at a fashionable hour, the duke, dusty and perspiring, and the female in a black velvet dress en train, with an immense garland of artificial Jack-roses encircling her immense waist, and light tennis-shoes on her elephantine feet, the sight was a one so ridiculous and absurd that had it not been for the presence of the Duke, it would have been a laughing matter. The writer of the foregoing must have made a mistake. Whatever may be the Duke of Sutherland's moral shortcomings he is physically a splendid specimen of manhood, measuring over six feet in height and proportionately built."

ROYAL ARTILLERY SPORTS.

Referee:—Colonel Craster, R.A. Judges:—Major Blandy and Capt. Reynold. Committee:—Major Miles, Capt. Sanker, and Capt. Hawkins. Sub-Committee:—Sergeant-Major Carrall, Sergeant-Major Menzies, Corporal Inglis, Corporal Ryder, Hav.-Major Vibal Singh, and Hav.-Major Labh Singh.

These Sports, postponed from Wednesday owing to the rain, were held to-day, on the ground of the Hongkong Recreation Club, which had been attractively bedecked with flags, &c. The weather was a good deal too hot to be pleasant, and the competitors seemed to feel it a good deal. There was a large attendance of officers, and the railings in Queen's-road were lined with native spectators. The following were the events:—

THROWING THE CRICKET BALL.—There were nine entrants. Gunner Hundley "shied" 94 yards 1 foot, Gunner Farrell being nearly a yard behind.

100 YARDS RACE FOR R.A. AND SIKHS.—Corporal Gunnitt won this from the seven competitors easily. Gunner Cockburn being second and Gunner Davies third.

PITTING THE SHOT.—Bombardier Norton's heave measured 34 feet 3 inches, Gunnitt taking the second place. Five competitors.

MILE RACE FOR SIKHS.—Six started. This was an easy thing for the Indian crack, Gunda Singh, Kurn Singh being second and Shah Doo Singh third.

LONG JUMP.—This was a prolonged competition, and ended in favour of Gunner Mayne, with 16 feet 21. Naha Singh, the second man, cleared 16 feet 1 inch, and Sergeant Ball 16 feet.

HALF MILE RACE.—Open to the Garrison and Fleet. Seven started, but the first lap decided the event. Seamount, of the 68th, made the pace, and led well all the way. Kurn Singh, who had been bringing up the rear most of the run, passed Pitt Connolly of the 91st, in the last lap, but fell far short of the Northamptonshire man, who spurred home thirty yards to the good, with Connolly a bad third.

HIGH JUMP.—Six competed, and 4 ft. 6 in. were soon reached. Ultimately Pitt Fottellwell, with 4 ft. 11 in, Cockburn clearing an inch less, and a Tamil soldier, Vangi, diving over 4 ft. 9 inches.

TUGS OF WAR.—There were two—one for Sikhs and the other for R.A. In the first competition the A Company began with an easy victory, but the succeeding pull was very well contested, the men straining away with their long hair flying and all their friends howling away behind them. A Company were again victorious, however.

The R.A. contest was shorter, and resulted in an easy victory for 5-1 E.D. over 7-1 W.D.

After the second part of the programme was carried out, in the presence of a much larger number of spectators. The band of the A, and S. Highlanders played a pleasant programme, and an amateur company of "minstrels" enlivened the proceedings considerably.

QUARTER MILE RACE.—A large field started, but Gunda Singh got there ahead, Cockburn and Gunnitt taking second and third place.

100 YARDS THREE-LEGGED RACE.—About seven couples turned out, but only a few of them knew the knack of running, and the victors—Smith and Barrett—won easily. Wooler and Poppelwell were second.

120 YARDS HURDLE RACE.—A dozen competitors entered for this, and a good race was witnessed. The winner, Sergeant Ball, took his hurdles easily, and just snatched the laurels from Cockburn. Gunner Hoy was third.

100 YARDS SKIN AND HANDSPIKE RACE.—In this race the competitors had to lift and carry their heavy skirts and handspikes. The Indians, all outstripped Smith, Gunnitt, and Barrett, finishing at last order.

MILE RACE, R.A.—Seven started, but the pace was very slow. In the last lap Slater, freshened by a shower from a bottle of water, spurred to the second place, but Davis, who had led all the way, ran in an easy winner, Hall being third. Time 5 min. 25 secs.

TILTING AT THE BUCKET.—This was a very amusing part of the programme. Several couples, pick-a-back, couched their lances at a bucket, and were seldom adroit enough to escape a wetting. Ultimately Torrington and Hill were declared the winners. Gunnitt and Inglis were second.

SIKH NON-COMMISSIONED OFFICERS' RACE, 100 YARDS.—Nine started, and a good race was witnessed. Singat Singh won by a foot, Ahmed Deen being second and Esir Singh third.

NON-COMMISSIONED OFFICERS' R.A. 100 YARDS.—Six started. Long Corporal Gunnitt came in yards ahead, Sergeant Ball being second, and Bombardier Underwood third.

MENAGERIE RACE.—Among the contestants were several dogs, a monkey, rabbit, two chickens, and a duck. They were carefully handicapped, but on the gun being fired the monkey climbed up its backer's leg, the duck squatted down dejectedly, and the chickens fluttered frantically the wrong way. As all the runners dragged their animals it was run over again, when Corporal Inglis won with a white dog, Gunner Hayes being second with another canine.

GUN RACE, FOR SIKHS.—In this competition each company had to load and fire a round, run their gun about forty yards, unlimber and lift their gun over two hurdles, put the gun together and fire again. Three companies entered, and smashed the hurdles and hurled their gun to be first. Havildar Singat Singh's detachment won easily. Time 4 mins. 50 secs.

CONSOLATION RACE, 200 YARDS.—Eight started to console themselves, but it was reserved for Lce. Corporal Froggart, Bombardier Richardson, getting the second place by an inch from Gunner Devine.

A Tug-of-war was afterwards held.

CHANGES IN NANKING.

A correspondent, "S. I. W.," writes as follows to our Shanghai morning contemporary:—

Six years ago, in company with a friend, I stood upon one of the hills overlooking the river Tso, with a large retinue, had descended to the river bank to witness a torpedo experiment; he had come down in one of the Chinese junk boats. After we had all gone off except the torpedoes, I imagined that His Excellency must have been considerably out of sorts especially so as his boat, so I heard, did not pull up to the *Hon-si* until towards midnight owing to an unfavourable wind.

Having occasion to visit this city of magnificent distances a few days ago, I found that a comparison of the present with the former state of things, brought out the fact that this mighty mass of undeveloped possibility, this huge piece of ancient *bric-a-brac*, the Empire of China, has at last begun to rotate.

In the harbour, commanding the approaches to the city, carrying clean, shining guns, lay two men-of-war flying the dragon flag, with the lions on the shore which are well kept and formidable, the Chinese could make a very strong fight if attacked. I noticed that trees have been planted on the shore and a Bund made so that with a strong wall of brick and stone for their fortresses the encampment is quite foreign looking.

My boat is now stopped, and a blank in English is politely handed me. I am requested to answer by writing the following:—

"What is your name in full?"

"Nationally."

"Where are you from?"

"Are you travelling on business or for pleasure?"

Let the reader look at these questions, and he will see that if a man answers all of them (which no American would be willing to do) the Chinese gentlemen at the *Young-meh-cha* Office would come into possession of considerable information as far as he is concerned. Many steam launches lie about, and I was much impressed when a little skiff rigged up with an engine, shot past us like a meteor as we wound our way up the canal along the city wall. The whole appearance and spirit of things was so different from Confucius' whose very sleeping dress was half as long again as his body; by way of parenthesis I would add that the keen common sense of our observer often wonders how the unfortunate philosopher got along when Confucius Jr. had the collar after bed-time.

At the gate each launch has a jetty for its special use. On boards are the characters *Chung-hong kun ma tou, Fe ma kun ma tou*, etc. Before long, stone will doubtless replace the deep mud of these jetties.

China is passing through great changes. Although we who live here meet with many inconveniences yet we can still say with Virgil *Persan* at base olim meminisse juvabit? or as Sir John Bowen beautifully renders it, "Memory even of their ill will in the distant years."

FACE.

One of the most characteristic of all characteristics of the Chinese is probably the universal addition to the word of a face, which is conveniently translated "Face." The pursuit of this *tsin fa*, as may be every day in the smaller as well as the great activities of life, the Chinese will sacrifice their substantial interests as fatuously as the dog in the fable dropped his piece of solid meat in the pursuit of its reflection in the water. The phenomenon is called by the Chinese themselves *Phen-min*, of which a literal translation would perhaps be "honour." A word however, which has itself too many different meanings to serve as a satisfactory equivalent. The phrase *face* which the Chinese attach to *Phen-min* can scarcely be said to exist out of the country, and in such a case no translation is really possible; and whoever had the originality to invent the term "face" in the sense of an equivalent for the Chinese expression was most happily inspired. In his lecture to the Tientsin Literary and Debating Society this week, Mr. Bryson gave some amusing illustrations of the operation of this factor in Chinese life. In the lower ranks, and the domestic history of China teems with the evidence of its influence over the highest acts of the government. It is therefore, a principle which lies deeper than education or class traditions, is universal in its sway, and, in short, is Chinese in the widest sense. The term "honour" as understood in some parts of Europe, perhaps, a sort of kinship with the Chinese "face" the honour, we mean, which requires a man to drink the blood of his rival, or at the very least to effect some "palpable" scratch on his epidermis, such as solemn formalities are as described from the life by Mark Twain in his "Tamp Abroad." But the man whose sense of honour is so keen as to feel that to these sanguinary encounters go through life comfortably, enough cheating at cards, imposing on friends, and even violating hospitality, in its most sacred aspects, without a transient blush. Nations, too, have their point of honour which compels them to avenge with fire and sword frivolous insults where what is called the "honour of the flag" is concerned, while petty towards allies, oppression of inferior races, flagrant injustices of every description, do not touch the

sense of national honour at all. The honour of a gentleman of quality and the honour of a flag, though, as you may think, the same, the Chinese face, as about the nearest things corresponding to it in the West, and the common term "prestige" may often serve to define both. On certain occasions the two principles come into collision, as for instance in Tongking, where both China and France squandered their resources, not for material advantage, but for face on the one side and the honour of the flag on the other. China, at least, had no illusions as to the material value to her of the dominion over Tongking, yet she deliberately faced the outlay of 100 million taels to vindicate her theoretical superiority. The real cause here was the burning of the Imperial Chinese seal found in possession of the Annamese King, which the French Minister ordered to be done for the express purpose of destroying the last vestige of Chinese suzerainty, and of setting up that of France in its place; and had the French Government been practical-minded enough to reserve to China this sign of a tradition and leave it to die a natural death, they might have had all they now have and enjoyed it to all eternity without molestation from China, while both countries would have been saved a lavish waste of blood and treasure. In the struggles which the Chinese make to save their face there is nearly always a most ludicrous inversion of the motives which should actuate reasonable beings. In the high diplomacy you may take away provinces if you only leave them the victory of an ambiguous expression in a treaty. In business and private life the same subordination of the real to the unreal, the substance to the shadow, prevails very generally, and the perversion of the pride does not even stop at the simple form of infatuation, but demands the sacrifice of the solid interest of the public, the States, or the institution to save the face of individuals. Corea affords an example of the obstinacy with which Chinese cling to what they know is injurious, simply because they would appear to be influenced by the advice of others. The settled policy of the Chinese Government in Corea is a policy of *quies non movet*, yet they support an Agent who is immersed in stirring up strife and imparting bitterness to the relations between the two countries. The Chinese Government are well aware of the proceedings, yet they only from their Agent's own false despatches. Yet Yuen is retained at his post, simply because the high Chinese officials are afraid of their own shadow, afraid, that is, to allow it to be believed that they had yielded to the pressure of the Korean King or of his foreign Adviser. Foreigners of the more astute kind learn to take advantage of this false sentiment of the Chinese, and by a subtle species of flattery directed to the weak place, they are able to extract solid advantages from them. No one could better describe this process than the lively correspondent of the *Journal des Débats* who chronicled the current history in 1885-6, and whose letters have been since published under the title of *Journal d'un Mandarin*. Speaking of the contract for the Port Arthur Dock Works the writer says, under date of October, 1886:

Les travaux terminés, il fallut les faire inspecter, et ce fut notre compatriote M. Thévenet qui Li-hung-chang chargea de cette mission. Mission bien délicate, car les ingénieurs chinois, ses collègues, se pavant au milieu de leurs ouvrages et étalant, comme tous les jours, avoir fait un chef-d'œuvre. M. Thévenet examina ces travaux, vit des murailles d'un épaisseur inéquivalente, pour le port qu'elles menaçaient déjà de combler, à la suite d'un effondrement qu'il était trop facile de prévoir; il comprit que les ingénieurs chinois étaient surtout Chinois, et les Français. Les dé tails que j'ai eus sur cette construction dépassent tout ce que peut rêver M. Thévenet lui-même, pour la première fois de sa vie, un rapport difficile à faire; car il s'agit d'un pas à être en désaccord avec les "résistances," que les matériaux n'abandonnent pas, et dont les protestations étaient visibles, et, en même temps, de ne pas dégoûter ces collègues. Le projet de notre ingénieur fut un modèle achevé de bonne heure (françoinisme). Il trouva des raisons qu'aucune théorie n'a jamais prévues; c'était la faute des pierres si les murs tombaient; les ingénieurs n'avaient aucune responsabilité d'ordre technique; ils avaient bâti des murailles théoriques, mais non pratiques. Il parla si bien que le Viceroy comprit que son port était manqué, mais que ses ingénieurs étaient toujours de plus en plus célèbres. Il les remercia, leur fit payer les dégâts et chargea le spirituel et compassant rapporteur de l'entreprise des travaux défectueux de Port Arthur. Voilà comment et pourquoi le syndicat de la Chine, dont M. Thévenet est le représentant en Chine, a obtenu une importante concession qui fait honneur à tous les organisateurs de ce syndicat. This passage summarizes the constant attitude of the Chinese: "Save our face, and you may do what you like."—*Chinese Times*.

TOWN DRAINAGE.

(Continued.)

In most civilised towns there are established regulations or bye-laws for streets, and for their drainage; and where new lines of houses are constructed by private persons, conformity to the bye-laws is a condition precedent to the streets being opened for traffic and taken over for future maintenance by the municipality. The removal of sweepings from streets; of ashes, bones, broken earthenware, and other domestic rubbish from houses; and of garbage from markets and *abattoirs*, is almost as essential to health as is the drainage of sewage. The removal of refuse is generally managed by municipal officers, who employ for the purpose either workmen at day wages, criminals, or paupers; or by contractors, who providing labour, carts and appliances, are paid either by money or by the refuse which they remove. Although in most towns, there are such arrangements for dealing with refuse, its presence in the streets or near houses before removal, and its accumulation in the vicinity of the town afterwards, are fruitful sources of disease, and too often the evils are perpetuated by the building of new houses on or close to land formed of decaying rubbish heaps. In those cities where waste land is unobtainable various methods have been adopted for disposing of the refuse, and except where it is all thrown into the sea, it is generally only by a double division of labour that the whole can be got rid of. Indeed, in large cities like London or Paris there are few persons, even among those officially connected with sanitary affairs, who are fully aware of what does become of the refuse. Although in some parts of London the collection and disposal of the refuse are entirely in the hands of contractors, who have by experience discovered the various ways in which the refuse can be utilised, in most of the districts the work is done entirely by the municipal authorities.

The sanitary fittings of houses, and the proper connection of the house-drains to the public sewers are of primary importance, and bye-laws which embody the necessary regulations are an essential part of all municipal drainage schemes. Such bye-laws define different kinds of buildings, prescribe the strength of walls, the ventilation of rooms and offices, and the shape, size, and position of drains, and their connection to the public sewers; and although the owners or builders of houses have to bear the cost of all the arrangements, it is a usual regulation that the necessary sewer connections (in order that they may be effective) shall be made by the servants of the

municipality. In regard to the kind and arrangement of sewers, much valuable experience has accumulated during the recent years of municipal improvements, and well-established rules for the shape and size of sewers, and the fall which is necessary for a certain flow, are available for future guidance. The importance of ventilating all sewers, both public and private, and of properly trapping all sewer-connections, has become more thoroughly appreciated. Portland cement concrete has in some cases (both in Europe and America) been substituted with advantage for brickwork in sewer construction and for stone-work in drain-pipes. Engineers are also assisted by the numerous inventions of stretch-traps, flood-reliefs, and other sanitary appliances, conducive to cleanliness and health. In regard to the different methods already enumerated for the disposal of liquid sewage, it may be said that:—

The sea as a receptacle for sewage is generally preferred when it is contiguous to the town, for though sewage valuable as a manure should not be thrown away or used until full of consideration has been given to plans for using it on land, the trouble and expenditure necessary to such utilisation generally appear to outweigh the promised results. In many English coast-towns the method of discharging the sewage into the sea is inefficient and dangerous to health; but by legislative enactments the local authorities will be compelled to amend defective systems. In the coast-towns of other countries the standard of efficiency is generally much below that of England. For instance, the sewage is often offensive when it is discharged into the sea in the immediate vicinity of dwellings, or at a point above low-water mark, or where a softening happens in an inland sea, or in a land-locked bay or gulf, or a little flow of tide, or where the currents are principally inshore. Such evils may generally be rectified by extending the discharge-pipes further into the sea, or by conducting the sewage to an outfall on the coast more remote from the town, or to a point where the currents are more favourable; and such precautions sometimes involve the construction of pumping-engines for raising the level of the sewage. During the time that the outlet is closed by the tide, the sewer (although the sewage may be expelled) becomes in effect a large cesspool, and special precautions must be taken involving great expense—viz. necessary to ventilate the sewer and prevent the foul gases from rising through the drains into the streets and houses. When owing to special circumstances the discharge of crude sewage into the sea cannot by any of the above means be rendered inoffensive, then a certain preliminary treatment of the sewage, such as is presently described in connection with its discharge into rivers, becomes necessary.

In tropical climates it is impossible to provide for the heavy rains in the ordinary sewer. A provision for 1 in. of rain per day is generally considered sufficient in England, but in some parts of India 12 in. of rain will sometimes fall in a day, and even 3 in. in an hour. In cases of this sort the street channels and water courses must be arranged so as to give an uninterrupted flow to the rivers without flooding either streets or houses.

A compromise between the alternative plans of common and duplicate sewers has been tried with success in some English towns, and where there is an opportunity—a, when a new sewer system is being devised—of suitably arranging the works, it bids fair to be a solution of this particular question. According to this plan the street sewers during periods of dry weather and moderate rains, for such times the gutter-sewerage has as much manual value as the domestic sewerage, and for this reason is as ill-suited for free discharge into the sewers there is a "leaping weir," so arranged that while a moderate flow from the gutters falls vertically into the common sewer, storm water, rushing quickly leaps the weir and is taken away in a separate conduit. As when such a time arrives, the streets and gutters will have been already scoured of their worst impurities, the surface drainage may be conducted directly into a river or sea to which the admission of ordinary sewage might be forbidden, and which in a time of flood may be in such a position that from ordinary land drainage the street water will have no appreciable effect upon it; the common sewer need be (in a climate like England) here provision for rain-water is two-thirds of the whole) but of small capacity, and the richer sewage used for irrigating land is then no longer weakened by dilution, or rendered formidable in bulk for pumping.

The cost of town-drainage works must obviously vary within very wide limits according to the nature of the works required, and the thoroughness with which they are carried out. The capital outlay has not alone to be considered; and a comparison of the cost of various towns is incomplete, unless the annual expenditure for working and maintenance be also reckoned. A gravitation scheme where the sewage flows directly on to the land, or into the sea or river, the cost for maintenance need be small; but where pumping stations are required, or processes of precipitation, decolouring, or other treatment carried on, the annual charges may be considerable. In London, the cost of main-drainage works and pumping stations was four millions, or about £1 per head for the population benefited. The annual cost of working and maintenance was in 1877 about one shilling per head of population. In England, it may be said generally that the larger number of modern drainage-works have been carried out at some cost between fifteen shillings and twenty-five shillings per head of population; and the annual expenditure in any but ill-managed or peculiarly difficult cases, is some amount between one and two shillings per head, exclusive of interest on capital. The expediency of providing for a growth of population must obviously depend upon the probabilities of increase, and the comparative cost—according to the nature of the scheme—of constructing large works at the commencement, or of adding to them afterwards. As in constructing long lines of main sewer it is the intention to intercept all the sewage of the district traversed, and as it is almost always expedient to allow for a growth of population and increase of houses, the additions to be provided for being measured not only by the water-supply which such additions will carry off, but the additional rainfall or storm water which new ramifications of sewers will bring into the arterial sewer. But as population increases, so will the area of feteable property, and the capital to be paid off will annually diminish. In some cases one system of drainage may be made to include numerous towns or villages; the expediency of such a course depending mainly on whether the levels are favourable to lines of arterial sewer and one common outfall. Villages or houses situated along the same valley may be thus conjoined, and provision may be made in the capacity of the main sewer for intercepting the drainage of new districts which may be afterwards added.

A proper scheme for town drainage can only be made after careful survey and examination by competent engineers. But to assist engineers in advising as to the best methods, and contractors in estimating cost, information of the kind described in the following paragraphs must be supplied; and according as the information is full and correct, so probably will the designs and estimates be complete and trustworthy. In few cases, however, will an engineer complete his scheme, or a contractor bid himself to an exact amount, until the conditions

arrived at, have been verified at the site. The information needed is as follows:—

A plan of the town on as large a scale as possible, showing the area to be drained, the main and cross streets, and the lines of houses; and with references to the character of the soil and sub-soil at all points. The levels of the different parts of the town as relating to some datum (if there be a river) down-stream; and sections at various places should be given, showing the gradients of the streets and the contour of the slopes may be understood. Upon the plan should be marked the streets, or other lines of route, which are presumably the best suited for the main or arterial sewers. The proposed outfall of the sewer, if in or near the town, should be marked on the plan; but if at some distance a map (if necessary, on a smaller scale) should be furnished, on which the outfall and routes to it, with their levels and gradients, are indicated.

If the sea is available as a receptacle, the coast-line must be shown on the plan, with the places which appear most suitable for the outfall; the slope of the shore at these points, and the nature of the beach and seabed being carefully described. Shoals or banks likely to be affected, or to obstruct the flow of sewage, must also be shown. The different levels of tide should be indicated (including extraordinary tides), the force and direction of prevailing winds and currents, and the direction—as ascertained by floats—which liquid or solid matters discharged into the sea will take during different winds or tides. Any existing sewage outfalls should be indicated on the plan, and the past general results described.

The number of the population, with statistics of the past, present, and probable future rate of increase; the relative density of the population in the different quarters of town; the approximate total rental value of the houses; the rent generally paid for the different types of houses; and the rateable value of the district to be drained. The existing methods of house drainage, and the means used for the removal and disposal of sewage, and for removing refuse from houses, streets, factories, markets, and abattoirs, should be carefully described, and drawings furnished, giving in detail examples of one or more types of houses, with their domestic sewerage arrangements, and the means used for the removal of any manure or refuse or trade refuse which may form part of the sewage to be dealt with.

If sewers already exist they should be described, with their size, shape, and the materials of which they are made; the fall at which they are laid; whether the sewers are ventilated, and if so, how; whether they receive surface water and road gullies; whether the presence of road material, such as sand or grit, in the sewer has already caused trouble; whether the town is paved—if so, how, and how much of it; if not paved, the material of which the roads are composed.

The nature, amount, and source of the water-supply, and the depth below the surface at which water is reached in the town and in the neighbouring country of lower altitude, should also be studied. If waterworks are established, whether the supply is constant or intermittent; and what is the quantity supplied per day for domestic, trade, and municipal purposes? Existing water or gas pipes in the streets should be indicated on the plan of the town. The amount of rainfall at different seasons of the year should be given if possible, and the maximum known fall in twenty-four hours and in one hour, and full information generally concerning the effect of heavy rains which flood the streets, and for which special provision must be made in the sewers and outfall. If there be dry and rainy seasons, any existing system of storage should be described. The immediate reasons—whether injury to the health by refuse remaining in close proximity to houses, or any other causes—which render the proposed new works necessary should be enquired into; and also whether the action of the municipality is voluntary, has been suggested by the inhabitants, or by promoters, or has been guided or enforced by legislative enactments. Copies of the law or statutes, if any, under which the works have been ordered, or under which they must be constructed, and of any present or contemplated bye-laws on sanitary matters should be supplied.

The trades, occupations, and habits of the inhabitants should be described, so far as they may affect any scheme of drainage; whether police or official regulations will be granted to enforce the proper use of new methods; whether conformity to such regulations may be relied on, and the legal remedies which will be available.

The nature of the climate, and the extreme temperatures at different seasons should be described. Local information as to labour and building materials available, and specially in regard to concrete; the prices at which lime, sulphuric acid (vitriol), sulphate of alumina (or the shale, or clay, from which this can be made), and other agents for sewage-precipitation, and decolouring, can be purchased; the financial conditions under which it is proposed to construct the works, and information generally of the kinds already specified should be obtained.

CHINA COAST METEOROLOGICAL REGISTER.

4th May, 1889.—At 4 p.m.

STATION	Barometer	Thermometer	Humidity	Wind	Weather	Remarks
Wailuotuck	30.02	74	...	...	...	...
Tsiki	30.15	...	...	...	...	...
Nagasaki	30.18	...	...	...	...	...
Shanghai	30.20	61	...	...	...	...
Amoy	30.09	78	...	...	...	...
Kobe	30.08	78	...	...	...	...
Hankow	30.05	78	...	...	...	...
Beijing	30.09	...	...	...	...	...
Manila	30.09	...	...	...	...	...

5th May, 1889.—At 10 a.m.

STATION	Barometer	Thermometer	Humidity	Wind	Weather	Remarks
Wailuotuck	30.09	77	...	...	...	...
Tsiki	30.17	...	...	...	...	...
Nagasaki	30.18	...	...	...	...	...
Shanghai	30.20	61	...	...	...	...
Amoy	30.09	78	...	...	...	...
Kobe	30.08	78	...	...	...	...
Hankow	30.05	78	...	...	...	...
Beijing	30.09	...	...	...	...	...
Manila	30.09	...	...	...	...	...

The barometer has fallen in the north and has risen in the south and gradients are slight for south-west winds. Cloudy, warm, dim and thick weather prevails. The thermometer is reduced to level of the sea in inches, tenths and hundredths. —Temperature in the shade in degrees Fahrenheit. —Humidity in percentage of saturation. —If saturated with moisture being 100. —Direction of the wind to two points. —Force of the wind according to Beaufort scale. —State of the weather, if Blue Sky, a Partly cloudy, a Drizzling rain, a Fog, a Gloomy, a Hail, a Lightning, a Overcast, a Passing showers, a Squally, a Rain, a Shower, a Thunder, a Visibility, a Dew wet, a Rain, a Snow, a Sleet, a Hail, a Drizzle, a Fog, a Haze, a Mist, a Clouds.

Hongkong Observatory, 5th May, 1889.

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co's Register.)

Barometer	Thermometer	Humidity	Wind	Weather	Remarks
Barometer—4 a.m.
Barometer—8 a.m.
Barometer—12 a.m.
Barometer—4 p.m.
Barometer—8 p.m.
Barometer—12 p.m.
Barometer—4 a.m.
Barometer—8 a.m.
Barometer—12 a.m.
Barometer—4 p.m.
Barometer—8 p.m.
Barometer—12 p.m.

To-day's Advertisements.

THE RICHMOND TERRACE ESTATE AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of the SHAREHOLDERS of the Company will be held at its Office over the Hongkong Dispensary on MONDAY, the 13th instant, at NOON, for the purpose of receiving the Report of the General Manager together with a Statement of account to the 31st December, 1888.

The REGISTER OF SHARES will be CLOSED from Thursday, the 9th instant, to Monday, the 13th inst., both days inclusive, during which period no transfer of shares can be registered.

And notice is further given that an EXTRAORDINARY GENERAL MEETING of the COMPANY will be held at the same place on the same day at a QUARTER AFTER NOON when the following Special Resolution will be proposed:—That the Share Capital of the Company be increased to \$100,000 by the issue of 667 new Shares of \$100 each, and that such new Shares be offered in the first instance on terms to be determined by the General Manager to all the Members on the Register on the 14th day after the Meeting.

JOHN WILLMOTT, Secretary.

Hongkong, 4th May, 1889. [538]

A. S. WATSON & CO. LIMITED.

NOTICE is hereby given that an ORDINARY MEETING of the SHAREHOLDERS of the Company will be held at the Hongkong Dispensary on MONDAY, the 13th inst., at THREE O'CLOCK in the afternoon, for the purpose of receiving the Report of the General Manager together with a Statement of Accounts to the 31st December, 1888.

The REGISTER OF SHARES will be closed from Thursday, the 9th inst., to Monday, the 13th inst., both days inclusive, during which period no transfer of Shares can be registered.

And Notice is further given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place on the same day at a QUARTER PAST O'CLOCK in the afternoon when the following special resolutions will be proposed:

1. That the present Shares in the Capital of the Company of \$100 each be subdivided into Shares of Ten Dollars each to admit a wider distribution of the capital of the Company.
2. That with a view to the extension of the business of the Company and the purchase of additional premises in Queen's Road Central and at Kowloon (the capital of the Company be increased to the sum of \$500,000 by the issue of 5,000 new Shares of the value of Ten Dollars each and that such new Shares be disposed of by the General Manager as if they were part of the Shares in the original capital of the Company in such manner as he shall in the interest of the Company determine. The amount realized by way of premium to be put to the Permanent Reserved Fund.

JOHN WILLMOTT, Acting Secretary.

Hongkong, 4th May, 1889 [537]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF SYDNEY" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 18th May, at 4 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco.....\$200.00 To San Francisco and return..... 350.00 To Liverpool..... 325.00 To London..... 330.00 To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50-A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 4th May, 1889 [51]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, TRIESTE.

(Taking Cargo at reduced rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

The Company's Steamship

"MEDEA" will be despatched as above TUESDAY, the 14th inst., at NOON.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Fraya Central.

O. BACHRACH, Agent.

Hongkong, 4th May, 1889. [538]

WANTED.

CLERK of WORKS. Applications, stating qualifications and wages, to be sent to the Agency of the Company, Fraya Central.

Apply to H. & H. c/o Hongkong Telegraph Office. Hongkong, 4th May, 1889. [539]

To-day's Advertisements.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

AN EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 4th instant, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited.

Hongkong, 4th May, 1889. [526]

FOR SHANGHAI.

THE Steamship

"PEKING."

Captain G. Heusermann, will be despatched for the above Port on MONDAY, the 6th inst., at NOON, instead of as previously notified.

For Freight or Passage, apply to SIEMSEN & Co. Hongkong, 4th May, 1889. [530]

VOCAL AND INSTRUMENTAL CONCERT.

To be given in the

HALL OF THE CLUB LUSITANO,

ON

THURSDAY EVENING,

the 9th May, 1889, at 9 P.M.

PUPILS OF SIGNOR CATTANEO.

In aid of the Fund for an Organ for the

ROMAN CATHOLIC CATHEDRAL.

DIRECTOR.....Maestro CATTANEO.

PROGRAMME.

PART I.

1.—Stretta Finale, "Lucrezia Borgia".....LADY & GENTLEMAN AMATEURS.

2.—Aria (baritone) "Il Trovatore".....Mr. E. W. MAITLAND.

3.—Aria (soprano) "Roberto il Diavolo".....Miss I. D'ALMADA CASTRO.

4.—Duet (soprano and baritone) "L'Addio" (Donizetti).....Miss Edith CARVALHO and Mr. E. W. MAITLAND.

5.—Fantasia on piano-forte—"Auld Lang Syne".....Miss CAROLINE DE SOUZA.

6.—Ballad (tenor) "Love the Pilgrim" (Blumenfeld).....Mr. C. LAMBERT.

7.—Grand aria (soprano) "La Traviata".....Miss E. CARVALHO.

8.—Song (basso) "Piff-paff" (Les Huguenots).....Mr. O. BACHRACH.

9.—Sestett—"Lucia di Lammermoor".....Mesdames E. CARVALHO & M. GUEDES and Messrs. C. LAMBERT, O. BACHRACH, and O. BACHRACH.

INTERVAL OF 10 MINUTES.

PART II.

1.—Comic Quartette "Tutti in Maschera".....Mesdames I. D'ALMADA CASTRO and M. GUEDES, and Messrs. R. E. WITHERS and O. BACHRACH.

2.—Song—Serenade (Gounod).....Miss STOFANI.

3.—Song—El Toreador ("Carmen").....Mr. C. H. GRACE.

4.—Aria and rondò, "La Sonnambula".....Mrs. J. D. HUMPHREYS.

5.—Duet (soprano and tenor) "Faust".....Miss D'ALMADA CASTRO and Mr. C. LAMBERT.

6.—Sinfonietta duet—"Semiramide".....Mesdames C. DE SOUZA and M. E. ALVES.

7.—Aria (mezzo-soprano) "La Favorita".....Madame M. GUEDES.

8.—Ballad (basso) "Oh! oh! hear the wind blow".....Mr. W. E. CROW.

9.—Duet (soprano and tenor) "Una notte a Venezia".....Mrs. J. D. HUMPHREYS and Mr. R. E. WITHERS.

Tickets.....Not less than \$2.00.

To be obtained from Signor Cattaneo, and at the Lusitano Club the day previous to the Concert.

Hongkong, 4th May, 1889. [536]

To-day's Advertisements.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$5,000,000.

PAID UP CAPITAL.....2,500,000.

RESERVE FUND.....1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman.

Hon. C. P. CHATER, Vice-Chairman.

Commercial.

TO-DAY.
THE SHARE MARKET.

We leave the subjoined quotations to speak for themselves, as any criticism at present on matters which we cannot even pretend to understand, would only prove misleading.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—170 per cent, premium, sales and buyers.
Union Insurance Society of Canton—\$110 per share, sellers.
China Traders' Insurance Company—\$79 per share, sellers.
North China Insurance—Tls. 310 per share, buyers.

Canton Insurance Company, Limited—\$130 per share, buyers.
Yangtze Insurance Association—Tls. 100 per share, sellers.

Chinese Insurance Company—\$160 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150, per share, buyers.

Hongkong Fire Insurance Company—\$87 per share, buyers.
China Fire Insurance Company—\$82 per share, sellers.

Hongkong and Whampoa Dock Company—84 per cent, premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$282 per share, sales and buyers.

China and Manila Steam Ship Company—140 per share, sellers.
Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$200 per share, buyers.
Hongkong Hotel Co.'s Six Per-cent. Debentures—\$301.

Indo-China Steam Navigation Company, Limited—par., sellers.
Douglas Steamship Company—\$83 per share, buyers.

China Sugar Refining Company, Limited—\$109 per share, buyers.
Luzon Sugar Refining Company, Limited—\$107 per share, sales and buyers.

Hongkong Ice Company—\$118 per share, buyers.
Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$14 per share, buyers.
A. S. Watson & Co., Limited—135 per cent, premium, buyers.

Chinese Imperial Loan of 1884, B—2½ per cent, premium, sellers.
Chinese Imperial Loan of 1884, C—5 per cent, premium, buyers.

Chinese Imperial Loan of 1886, E—11 per cent, premium.
Hongkong Rope Manufacturing Company, Limited—\$120 per share, nominal.

The Hongkong Steam Laundry Co., Ltd.—\$20 per share, nominal.
Perak Tin Mining and Smelting Company—\$35 per share, sellers.

Punjom and Sunghie Dua Samantan Mining Co.—\$27 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—\$195 per share, buyers.

Tongkin Coal Mining Co.—\$700 per share, sellers.
The Hongkong High-Level Tramway Co., Limited—260 per cent, premium, buyers.

The East Borneo Planting Co., Limited—\$59 per share, sales and sellers.
The Sengul Koyah Planting Co., Ltd.—\$55 per share, sales and sellers.

Cruickshank & Co., Ltd.—\$50 per share, sellers.
The Steam Launch Co., Limited—400 per cent, premium, nominal.

The Austin Arms Hotel and Building Co., Ltd.—par.
The China-Borneo Co., Ltd.—\$60 per share, sellers.

The Hongkong Brick and Cement Co., Ltd.—\$12 per share, buyers.
The Green Island Cement Co. (Old issue)—\$55 per share, buyers.

The Green Island Cement Co. (New issue)—\$15 per share, sellers.
The Hongkong Land Investment Co., Ltd.—\$135 per share, sales and buyers.

The Hongkong Land Investment Co., Ltd. (New shares)—\$125 per share, buyers.
The Hongkong Electric Light Co., Ltd.—\$8 per share, sellers.

GEO. FENWICK & CO., Limited—\$32 per share, sales and buyers.
The West Point Buildings Co., Ltd.—\$60 per share, sellers.

The Peak Hotel and Trading Co., Ltd.—\$29 per share, buyers.
The Labuk Planting Co., Ltd.—\$17 per share, buyers.

The Jelabu Mining and Trading Co., Ltd.—\$8 per share, sellers.

ON LONDON.—Bank, T. T. 3/11
Bank Bills, on demand 3/00
Bank Bills, at 30 days' sight 3/04
Bank Bills, at 4 months' sight 3/08
Credits at 4 months' sight 3/08
Documentary Bills, at 4 months' sight 3/08

ON PARIS.—Bank Bills, on demand 3/78
Credits, at 4 months' sight 3/86
ON INDIA, T. T. 3/11
On Demand 3/22
ON SHANGHAI.—Bank, T. T. 7/21
Private, 30 days' sight 7/3

OPIMUM MARKET.—THIS DAY.
NEW MALWA, per picul \$530
(Allowance, Tals 68).
OLD MALWA, per picul \$550 to \$580
(Allowance, Tals 68).

NEW PATNA, (without choice) per chest \$532
NEW PATNA, (first choice) per chest \$535
NEW PATNA, (bottom) per chest \$530
NEW PATNA, (second choice) per chest \$530
NEW PATNA, (best quality) per picul \$550
OLD PATNA, (best quality) per picul \$550
OLD PATNA, (second quality) per picul \$475

MAILS EXPECTED.
THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer *Orus*, with the next French mail, left Singapore on the 4th instant, at 1.30 p.m., and may be expected here on or about the 15th.

THE CANADIAN MAIL.
The Canadian Pacific S. S. Co.'s steamer *Parika*, left Vancouver for Japan, Shanghai and Hongkong on the 16th ultimo.

STEAMERS EXPECTED.
The Ocean Steamship Co.'s steamer *Agamemnon*, from Liverpool, left Singapore on the 29th ultimo, and is due here on the 5th instant.

The China Shippers' Mutual S. N. Co.'s steamer *Oopack*, from Glasgow and Liverpool, left Singapore on the 30th ultimo, and is expected here on the 6th instant.

The D. D. R. steamer *Cassandra*, from Hamburg, left Singapore on the 1st instant, at 8 a.m., and is due here on the 7th.

The P. & O. S. N. Co.'s extra steamer *Khiva*, from Bombay, left Singapore on the 1st instant, at 8 a.m., and is expected here on the 7th.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Alida*, from Trieste, left Singapore on the morning of the 4th instant, and is due here on the 10th.

Shipping.

ARRIVALS.

CHASSOUR, French gunboat, Captain Bugard, 3rd May, Pakhoi 1st May.

ACTIV, Danish steamer, 355, Revsbeck, 3rd May, Pakhoi 29th April and Hoihow 2nd May, General.—Arnhold, Karberg & Co.

BENARTY, British steamer, 1,111, Le Boutillier, 3rd May, Saigon 29th April, Rice, Gibb, Livingston & Co.

YANGTZE, German steamer, 814, C. Tonning, 3rd May, Shanghai 30th April, General.—Siemssen & Co.

AUGUST, Norwegian steamer, 1,018, Isberg, 3rd May, Nagasaki 28th April, Coals.—Takasima Colliery Co.

COCKCHAFER, British gunboat, 2nd-class, 465 tons, 470 horse-power, 4 guns, Lieut.-Comdr. E. Z. Maxwell, 3rd May, Hoihow 1st May.

PEKING, German steamer, 970, Heuermann, 4th May, Whampoa 4th May, General.—Siemssen & Co.

INORABAN, German steamer, 844, J. R. Massmann, 4th May, Whampoa 4th May, General.—Wieler & Co.

KWANLOKE, Chinese steamer, 1,508, Lancaster, 4th May, Whampoa 4th May, General.—C. M. S. N. Co.

VORWAERTS, German steamer, 612, T. Bruha, 4th May, Haiphong 1st May, Rice.—Arnhold, Karberg & Co.

CLEARANCES AT THE HARBOUR OFFICE.
ACTIV, British steamer, for Hoihow, &c.
Nagasaki, British steamer, for Swatow, &c.
Sofia, Spanish schooner, for Antinous.

Zafiro, British steamer, for Amoy, &c.
Peking, German steamer, for Shanghai, China, German steamer, for Saigon.

Nanshan, British steamer, for Chefoo, &c.
Euphrates, British steamer, for Yokohama, Taichow, British steamer, for Hoihow, &c.
Ingraban, German steamer, for Chefoo, &c.
Victoria, British steamer, for Kobe.

DEPARTURES.
May 4, *Velox*, German steamer, for Hoihow.
May 4, *Leander*, British steamer, for Amoy.

May 4, *Glengyle*, British str., for Shanghai.
May 4, *Clyde*, British str., for Singapore, &c.
May 4, *Taihow*, British str., for Hoihow, &c.
May 4, *Zafiro*, British steamer, for Amoy, &c.
May 4, *Peking*, German str., for Hoihow, &c.
May 4, *Cicero*, British steamer, for Saigon.

May 4, *Mandjur*, Russian steamer, for Amoy.

PASSENGERS—ARRIVED.
Per *Yangtze*, str., from Shanghai.—8 Chinese.
Per *Benarty*, str., from Saigon.—10 Chinese.

Per *Activ*, str., from Pakhoi, &c.—40 Chinese.
Per *Vorwaerts*, str., from Haiphong.—20 Chinese.

DEPARTED.
Per *Clyde*, str., from Hongkong for Singapore.—Mrs. Edgar, son, 2 daughters and 4 children, Dr. H. H. Osborne, R.N., Messrs. Joseph and servant, Dellagana, and T. Thomson. For Bombay.—Mr. Kurnall John Thomson, For London.—Miss M. A. Steinger, Miss Fy, Messrs. F. Leuchan and John Rodger. For London via Marseilles.—Mr. and Mrs. Kyles and Mr. T. G. Heighington. From Yokohama for Calcutta.—Mr. Rosenfield's native servant. From Hoihow.—Mr. Bernhardt's servant. For London.—Mr. Roberts.

REPORTS.
The German steamship *Yangtze* reports that she left Shanghai on the 30th ultimo. Had moderate north-east winds and cloudy weather.

The German steamship *Vorwaerts* reports that she left Haiphong on the 1st instant. Had fresh south-east and easterly winds and fine weather.

The Danish steamship *Activ* reports that she left Pakhoi on the 29th ultimo, and Hoihow on the 2nd instant. Had south-east wind, and moderate breeze.

The British gunboat *Cockchafer* reports that she left Hoihow on the 1st instant. Had fine weather. Heavy thunderstorm at 1.15 p.m. on the 1st instant, lasting about 2 hours.

Post Office.

A MAIL WILL CLOSE.

For Swatow, Amoy, & Fochow.—Per *Namoa*, to-morrow, the 5th instant, at 8.30 A.M.

For Yokohama.—Per *Euphrates*, to-morrow, the 5th instant, at 9.00 A.M.

For Saigon.—Per *China*, to-morrow, the 5th instant, at 9.00 A.M.

For Swatow and Shanghai.—Per *Canton*, to-morrow, the 5th instant, at 9.00 A.M.

For Shanghai.—Per *Peking*, on Monday, the 6th instant, at 11.30 A.M.

For Chefoo and Newchwang.—Per *Ingraban*, on Monday, the 6th instant, at 1.30 P.M.

For Hoihow, Singapore, and Bangkok.—Per *Chowfo*, on Tuesday, the 7th instant, at 7.30 A.M.

For Swatow, Amoy, and Taiwan.—Per *Thalia*, on Tuesday, the 7th instant, at 9.30 A.M.

For Swatow and Shanghai.—Per *Taihow*, on Tuesday, the 7th instant, at 11.30 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Ancona*, on Tuesday, the 7th instant, at 11.30 A.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Tannadice*, on Tuesday, the 7th instant, at 11.30 A.M.

For Singapore.—Per *Niobe*, on Wednesday, the 8th instant, at 9.30 A.M.

For Straits and Bombay.—Per *Bormida*, on Wednesday, the 8th instant, at 11.30 A.M.

For Europe, &c., &c.—Per *Dayton*, on Wednesday, the 8th instant, at 3.00 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIVA, German steamer, 380, H. Johansen, 29th April—Saigon 24th April, Rice.—Order.

HONGKONG—STEAMERS.

ARABIC, British steamer, 4,368, W. M. Smith, 29th April.—San Francisco 6th April, and Yokohama 23rd, Mails and General.—O. & S. S. Co.

ASAOAO, Japanese steamer, 1,568, N. Trennt, 2nd May.—Nagasaki 27th April, Coals.—Order.

BORMIDA, Italian steamer, 1,499, E. de Negri, 28th April.—Bombay 8th April, and Singapore 22nd, General.—Calcutta & Co.

CHUSA, German steamer, 1,008, P. Hays, 29th April.—Saigon 25th April, Rice.—Chinese.

CICERO, British steamer, 1,030, A. George, 1st May.—Saigon 27th April, Rice and Paddy.—Arnhold, Karberg & Co.

CHOWFA, British steamer, 1,055, F. W. Phillips, 1st May.—Bangkok 23rd April, General.—Yuen Fat Hong.

DEWANGSE, British steamer, 1,057, P. H. Loff, 28th April.—Bangkok 22nd April, General.—Yuen Fat Hong.

DUBROU, German steamer, 921, C. F. Bertelsen, 3rd May.—Saigon 18th April, Rice and Paddy.—Methers & Co.

EUPHRATES, British steamer, 2,025, Edwards, 1st May.—New York 21st Feb., and Singapore 24th April, Oil and General.—Russell & Co.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

NAMOA, British steamer, 863, F. D. Goddard, 2nd May.—Fochow 28th April, Amoy 29th, and Swatow 1st May, General.—D. Lapraik & Co.

NANSHAN, British steamer, 808, Young, 23rd April.—Bangkok 14th April, Rice.—Hop Hing Hong.

PILO FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

TAISANG, British steamer, 1,925, W. H. Jackson, 2nd May.—Calcutta 16th April, and Singapore 26th, Opium and General.—Jardine, Matheson & Co.

TANNADICE, British steamer, 1,408, N. Shannon, 27th April.—Sydney 7th April, Moreton Bay 9th, Townsville 12th, Cooktown 13th, Thursday Island 15th, General.—Russell & Co.

VICTORIA, British steamer, 1,530, Coundon, 1st May.—Nagasaki 16th April, Coals.—Mitsui Bishi Colliery Agency.

SAILING VESSELS.
DOROTHEA, German bark, 620, H. Th. Moeller, 2nd May.—Lomburg 1st Dec., General.—Siemssen & Co.

ERLEKONT, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 20th April.—San Francisco 1st March, Flour.—Russell & Co.

HATTIE E. TAPLEY, British bark, 907, J. McConachy, 20th March.—Sandakan 29th January, Imber.—Gibb, Livingston & Co.

JAMES G. BAIN, British bark, 597, C. E. McNutt, 2nd April.—Newcastle, N.S.W., 10th March, Coals.—Order.

KALAKUA, Hawaiian bark, 382, John Duncan, 14th April.—Honolulu 28th February, Old Cooper.—Jardine, Matheson & Co.

PAPA, German bark, 748, C. L. Henne, 29th April.—Hamburg 12th Dec., General.—Carlowitz & Co.

SOFID, Spanish schooner, 126, C. Sobrido, 18th April.—Alimono (Luzon) 9th April, Wood.—Lane, Crawford & Co.

TARAPACA, British bark, 492, H. Kennett, 28th April.—Sandakan 3rd April, Timber.—Gibb, Livingston & Co.

TITAN, American ship, 1,282, Allyn, 13th April.—New York 16th Nov., Oil.—Russell & Co.

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous (even if that event occurs during the first twelve months)—may be secured by a payment at the rate of—

£ 7 7 6 per quarter if commenced at age (n. b.) 20
£ 8 14 2 25
£ 10 11 2 30
£ 13 4 10 35
£ 17 15 8 40
£ 27 12 6 45

AFTER the Policy has been three years in force—should the Policy-holder wish to discontinue future payments—he will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured.

For instance a man who had assured at 45, after five years' payments would be entitled to a Paid-up Policy for 500 free of future payments as explained in Prospectus.

Note.—It is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases; Death may occur before the Provision is effected, or Health may fall and render the life ineligible for Assurance.

THE BORNEO COMPANY, LIMITED, Agents, 659-21 STANDARD LIFE OFFICE.

THE MAN ON INSURANCE COMPANY LIMITED.
CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN Secretary.
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1889. [152]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY, (LIMITED).
CAPITAL TAELS 600,000, } \$335,333.33
EQUAL TO }
RESERVE FUND } \$318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEK MOON, Esq.
LOU TSO SHUN, Esq. MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.
HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 17th December, 1888. [158]

NOTICE.
FOR the Convenience of Customers, the productions of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL FOR CASH, at No. 3, FREE STREET, at the same prices as at the Refinery; or Retail orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & CO., General Agents, Hongkong, 27th July, 1889. [153]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Agamemnon	Liverpool	May 5th	Butterfield & Swire.
Oopack	Liverpool	May 6th	Arnhold, Karberg & Co.
Cassandra	Singapore	May 7th	Siemssen & Co.
Sarpedon	Hamburg	May 7th	Butterfield & Swire.
Khiva	Bombay	May 7th	P. & O. S. N. Co.
Medea	Trieste	May 10th	Austro-Hung. Lloyd's Co.
Oxus	Marseilles	May 11th	Messageries Maritimes.
Parthia	Vancouver	May 16th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Palinurus	Butterfield & Swire.	May 6th.
Marseilles, via Saigon, &c.	Isouaddy	Messageries Maritimes.	May 6th, at noon.
Bremen, via Ports of Call.	Beyern	May 14th, at noon.	
Venice, via Straits, &c.	Medea	Austro-Hung. Lloyd's Co.	May 8th, at noon.
Genoa, via Bombay, &c.	Bormida	Calcutta & Co.	May 11th, at 1 p.m.
San Francisco, via V'hama	Arabic	O. & S. S. Co.	May 18th, at 4 p.m.
Vancouver, B.C., via K., &c.	City of Sydney.	Pacific Mail S. S. Co.	May 9th, at noon.
Sydney and Melbourne, &c.	Port Augusta	Adamson, Bell & Co.	About May 8th.
Singapore, Havre, &c.	Afghan	Gibb, Livingston & Co.	May 7th, at noon.
Yokohama, via N'saki, &c.	Tannadice	Russell & Co.	May 8th, at 10 a.m.
Yokohama and Kobe	Niobe	Siemssen & Co.	May 7th, at noon.
Agamemnon	Ancona	P. & O. S. N. Co.	May 7th, at noon.
Sungkiang	Agamemnon	Butterfield & Swire.	May 8th.
Sarpedon	Butterfield & Swire.	May 10th, at 4 p.m.	
Peking	Siemssen & Co.	May 6th, at noon.	
Taihang	Jardine, Matheson & Co.	May 7th, at noon.	
Chow Fa	Yuen Fat Hong	To-morrow, daylight.	
Nanshan	Hop Hing Hong	May 7th, at 10 a.m.	
Thales	Douglas Lapraik & Co.	May 7th, at 10 a.m.	
Namea	Douglas Lapraik & Co.	To-morrow, at 9 a.m.	

Intimations.

Notice to Consumers
The PRODUCTS of
ORIZA—PERFUMES L. LEGRAND
307, rue Saint-Honoré, PARIS

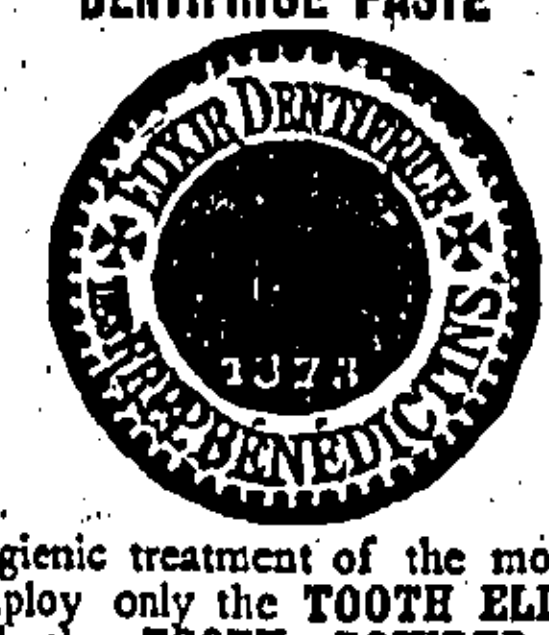
SUCH AS: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTÉ, CRÈME-ORIZA, ORIZA-VELOUTÉ, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:
1. Their manufacture is supervised with the greatest care;
2. Their qualities are unalterable and their scents are sweet.

AS THESE PRODUCTS ORIZA ARE COUNTERFEITED
to live upon their reputation
we warn Consumers not to let themselves be deceived.

The GENUINE PRODUCTS are sold at all respectable firm of Perfumers and Druggists.
ILLUSTRATED CATALOGUE SENT FREE FROM PARIS

DENTIFRICE ELIXIR
Dentifrice Powder
DENTIFRICE PASTE



Hygienic treatment of the mouth.
Employ only the TOOTH ELIXIR and the TOOTH POWDER and PASTE of the R. F. P. BENEDICTINES of the Abbey of Soula, Gironde (France).
Sole Agent, A. S. WATSON & CO. LTD., 10, Queen's Road Central, Hong Kong.
THE HONG-KONG DISPENSARY

SCOTT'S
EMULSION
OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda.
PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerably for a long time.
AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANEMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN OF ADULTS it is marvellous in its results.
Prescribed and endorsed by the best Physicians.
SOLD BY ALL CHEMISTS

Agents for China and Hongkong:
Messrs. A. S. WATSON & CO. (LIMITED),
Hongkong, 20th December, 1888.

FOR SALE.
AT WH